4	Appro	oved For Releas		1/22 . CIA-INDF 00-0	0010A00420103		2
I THE CONTRACTOR OF T	MANUAL SALAS AND	CLASSIFICATION	SECRET,				
COUNTRY_			india inter-altri de company de l'altri	RE	PORT		
TOPIC	Brandenb	ourg-Industrie	hafen Ai	irfield			
	25X1		erradus districtions to approximately a special section of the sec				
EVALUATION	N_		PLACE	PBTAINED	ikk-eldern Er de sele vale Verenen etter opperiode somstene sen i 12 (2003)	The first tender is the second second second to the second	25X1
DATE OF C	ONTENT.			25X1	artikalegyisen (il. 1902)), opin viranegarisilegilikali esi ilipi ili viran taleningil	म्पेन मार्थेत स्वेतन । र मार्थेक प्रेशन स्वेत क्षेत्र मान्य मान्य स्वरूप स्वरूप स्वरूप स्वरूप स्वरूप स्वरूप स	Providen skortajovije izlana i sprimana anjeg je i
DATE OBTAI				DATE PREPARED	7 May 1954	* * *	LLEGIB
REFERENCE	1			-VAIL FREFARED	. To programme	1 1	
PAGES	<u> </u>	CLOSURES (NO	A 70/10 11				
	*	311511865 000	<i>E.</i> 10061				
REMARKS	Contraspen						
ILLEGIB	Child (mg)						
The latest the second control of the second							
25X1							
1 1	l. The follo	wing air acti	vity and	l sircraft were c		ำไก้ สถาธิสิบันาย	e in the second of the second
1	12 to 14. 15 March. 16 March. aircraft 17 and 18	March. There Between 11:20 Between 9 a.m March. No ai	was ao O a.m. a n. and 1 ir activ	air activity by and ll:35 a.m., o	bserved at Br April 1954; ground attack ne II-10 was was individu in the after	seen aloft. al flying by	£. (18
1	12 to 14. 15 March. 16 March. aircraft 17 and 18. 19 March. attack air	March. There Between 11:20 Between 9 a.m March. No ai In the morni	was so Da.m. a n. and 1 ir activ	air activity by and 11:35 a.m., on 1:30 a.m., there was no flying	bserved at Br April 1954; ground attack ne II-10 was was individu in the after In the after	seen aloft. al flying by noon. rnoon, groundual flights	
1	12 to 14. 15 March. 16 March. aircraft 17 and 18. 19 March. attack air 20 March. Between 3	March. There Between 11:20 Between 9 a.m. March. No ai In the morni craft After 6:30 a a.m. and 5:15	was so Da.m. a n. and 1 ir activ	air activity by and ll:35 a.m., o	bserved at Br April 1954; ground attack ne II-10 was was individu in the after In the after	seen aloft. al flying by noon. rnoon, groundual flights	
1 1	12 to 14. 15 March. 16 March. aircraft 17 and 18. 19 March. attack air	March. There Between 11:20 Between 9 a.m. March. No ai In the morni craft After 6:30 a a.m. and 5:15	was so Da.m. a n. and 1 ir activ	air activity by and 11:35 a.m., on 1:30 a.m., there was no flying	bserved at Br April 1954; ground attack ne II-10 was was individu in the after In the after	seen aloft. al flying by noon. rnoon, groundual flights	
1 1	12 to 14. 15 March. 16 March. aircraft 17 and 13. 19 March. attack air 20 March. Between 3 formation 21 March.	March. There Between 11:20 Between 9 a.m. March. No ai In the morni reraft After 6:30 a a.m. and 5:15 flying.	was no can and lir activing the	aircraft were on 12 March and 1 air activity by and 11:35 a.m., on 1:30 a.m., there ity was observed there was no flying regard there was intens. Thirty-two groups.	beerved at Br April 1954; ground attack ne II-10 was was individu in the after In the after made individuative individuative	seen aloft. al flying by moon. rmoon, groun dual flights ctivity. l flying and	
1 1	12 to 14. 15 March. 16 March. aircraft 17 and 18. 19 March. attack air 20 March. Between 3 formation 21 March. parked at 22 March.	March. There Between 11:20 Between 9 a.m March. No ai In the mornic craft After 6:30 a a.m. and 5:15 flying There was no the eastern e Maintenance	was no a.m. a notiving. the activing. the flying dge of twork was	air activity by and 11:35 a.m., on 130 a.m., there ity was observed there was no fluing there was intensity. Thirty-two growthe field.	poserved at Br April 1954; ground attack ne II-10 was was individu in the after In the after made individual	seen aloft. al flying by noon. rnoon, groundual flights ctivity. l flying and	25
1 1	12 to 14. 15 March. 16 March. aircraft 17 and 18 19 March. attack air 20 March. Between 3 formation 21 March. parked at 22 March. flying all 23 March.	March. There Between 11:20 Between 9 a.m March. No ai In the morni craft After 6:30 a a.m. and 5:15 flving. There was no the eastern e Maintenance day. Between Between 8:30	was no come a me, and live activing, the come, at the com	air activity by and 11:35 a.m., on 130 a.m., there ity was observed there was no fluing there was intensity. Thirty-two growthe field.	poserved at Br April 1954; ground attack ne II-10 was was individu in the after In the after made individual individual and attack air aircraft which p-2s made loca	seen aloft. seen aloft. al flying by noon. rnoon, groundual flights ctivity. l flying and rcraft were al flights.	25
1	12 to 14. 15 March. 16 March. aircraft 17 and 18. 19 March. attack air 20 March. Between 3 formation 21 March. parked at 22 March. flying all 23 March. attack air	March. There Between 11:20 Between 9 a.m. March. No ai In the morni craft After 6:30 a a.m. and 5:15 flving There was no the eastern e Maintenance day. Between Between 8:30 craft	was no can a man and 1 ir activing the cativing of lying dge of work was 3 p.m.	air activity by and 11:35 a.m., on 12:30 a.m., there ity was observed there was no fluing there was intensity to the field. s being done on a and 9 p.m., 2 Po	poserved at Br April 1954; ground attack ne II-10 was was individu in the after In the after made individual individual and attack air aircraft which was air activ	seen aloft. al flying by noon. rnoon, groundual flights ctivity. l flying and reraft were n did not pro al flights.	25 actice
<1 <1 <1 <1	12 to 14. 15 March. 16 March. aircraft 17 and 13. 19 March. attack air 20 March. Between 3 formation 21 March. parked at 22 March. flying all 23 March. attack air At 7:30 p. of the fie	March. There Between 11:20 Between 9 a.m March. No ai In the morni ceraft After 6:30 a a.m. and 5:15 flving There was no the eastern e Maintenance day. Between Between 8:30 ceraft Maintenance day. Between Between 7 a.m. 1 aircraft. I	was no lam. and lam., and lam., attention work was a lam. and lam. and lam. and lam. and lam.	air activity by and 11:35 a.m., on 12:30 a.m., there ity was observed there was no fluing there was intens. Thirty-two growthe field. Thirty-two growthe field. S being done on a and 9 p.m., 2 Pound 5 p.m., there was aircraft were particular aircraft a	poserved at Br April 1954; ground attack ne II-10 was was individu in the after In the after made individual inder air activities aircraft which cas made local was air activities was air activities rked at the e	seen aloft. seen aloft. al flying by noon. rnoon, groun dual flights ctivity. l flying and reraft were al flights. sastern edge lying by form	25 actice
(1 1	12 to 14. 15 March. 16 March. aircraft 17 and 13. 19 March. attack air 20 March. Between 3 formation 21 March. parked at 22 March. flying all 23 March. attack air At 7:30 p. of the fie	March. There Between 11:20 Between 9 a.m March. No ai In the morni ceraft After 6:30 a a.m. and 5:15 flving There was no the eastern e Maintenance day. Between Between 8:30 ceraft Maintenance day. Between Between 7 a.m. 1 aircraft. I	was no lam. and lam., and lam., attention work was a lam. and lam. and lam. and lam. and lam.	air activity by and 11:35 a.m., on 12 March and 1 air activity by and 11:35 a.m., on 1:30 a.m., there ity was observed re was no flying reraft were read there was intensive the field. Thirty-two grounds being done on a and 9 p.m., 2 Pend 5 p.m., there aircraft were particular were particular were particular were particular were particular aircraft were particular were particular aircraft were particular were particular aircraft airc	poserved at Br April 1954; ground attack ne II-10 was was individu in the after In the after made individual inder air activities aircraft which cas made local was air activities was air activities rked at the e	seen aloft. seen aloft. al flying by noon. rnoon, groun dual flights ctivity. l flying and reraft were al flights. sastern edge lying by form	25 actice

SECRET 25X1 - 2 -25 March. Twenty-seven II-10s were towed from their usual dispersal area to the aircraft revetments in which they were subsequently parked, while the rest of the aircraft remained at the eastern edge of the field. Between 10 a.m. and 6 p.m., the field was repeatedly crossed by II-10s which did not belong to the field. 26 March. Engines of the ground attack aircraft parked in aircraft revetments were repeatedly warmed up. There was no air activity. It rained. 27 March. After 6:30, aircraft parked in the sircraft revetments taxied to the southern edge of the field where they were parked in a row. Between 7 a.m. and 3:30 p.m., there was intensive formation flying involving ground attack aircraft 25X1 28 to 30 March. No air activity was observed. Thirty-six to 38 Il-10s were parked at the field. 31 March. Between 10 a.m. and 4:15 p.m., individual flying and formation flying was practiced by ground attack sircraft [25X1 1 April. After 9 a.m., the field was continuously crossed by formations of up to 27 ground attack aircraft which did not bolong to the field. Between 1:15 p.m. and 1:45 p.m., 3 Il-los which had taken off from the field were seen aloft. At 4:30 p.m., 39 Il-10s were counted at the usual dispersal areas. Between 2:45 p.m. and 4 p.m. on 31 March, formation flying was practiced over the field and Brandenburg. Comment. In late March, the aircraft of the ground attack regiment stationed at Brandenburg-Industriehafen airfield, with those of the two other regiments of the ground attack division, participated in exercises of the Soviet Army. . In ha te March and early April, aircraft of the ground attack regiments at Brandenburg-Industrichafen and Brandenburg-Brisst airfields probably participated in exercises of the 10th Gds Tank Div held in the Baruth-Trevenbrietzen-Belzig area.

SECRET/

25X1

25X1

25X1

25X1

25X1